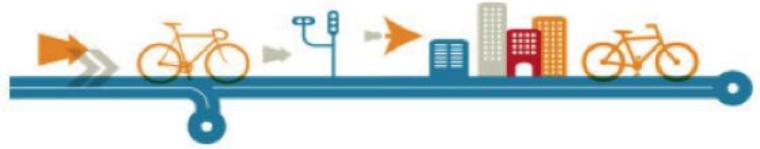




# BICYCLE FRIENDLY COMMUNITY FEEDBACK



## LOS ALTOS, CA

*Fall 2014*

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Los Altos a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Los Altos. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

## RECOMMENDATIONS

### Engineering

Adopt a **Complete Streets** policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or

mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.

Develop a design manual that ensures the safe and appropriate accommodation of bicyclists or **endorse the NACTO Urban Bikeway Design Guide.**

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

Require a mix of uses throughout the community or adopt a **form or design-based code** to allow for flexible land uses that provide a convenient and more comfortable built environment for pedestrians and cyclists.

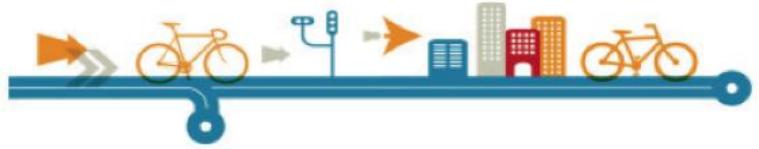
Pass an ordinance that would require larger employers to provide shower and locker facilities.

**Increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.**

**Increase road safety for all users by reducing traffic speeds. Lower the speed limit on arterials to 35 mph and to a maximum of 25 mph especially downtown, around schools and shopping**



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**centers, and in neighborhoods.** Use traffic calming measures and low speed design principles to achieve higher compliance rates. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. Studies also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.

**Work with the responsible entity to ensure that all transit vehicles that operate in or through your community accommodate cyclists, particularly during peak hours.**

**Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths.** Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by

providing a broader range of facility choices for users of various abilities and comfort levels.

## **Consider realigning Stevens Creek Trail to go all the way along the creek.**

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. See Bicycle Boulevards in action.

**Ensure that all bicycle facilities conform to current best practices and guidelines – such as the NACTO Urban Bikeway Design Guide (preferred), 2012 AASHTO Guide for the Development of Bicycle Facilities and your DOT’s own guidelines.**

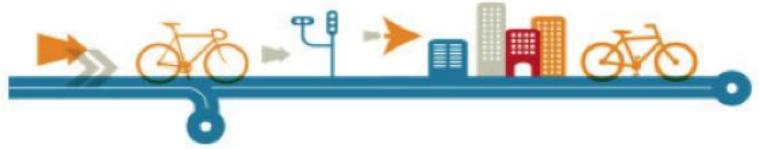
Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety. Increase the frequency of sweepings and address potholes and other hazards faster.

Provide safety amenities such as adequate lighting along streets and shared-use paths to allow for safer bike commuting before dawn and after dusk.



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## Education

**Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.** Click [here](#) for an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit [www.saferoutesinfo.org](http://www.saferoutesinfo.org).

It is essential to make both [motorists and cyclists](#) aware of their rights and responsibilities on the road. **Continue to expand your public education campaign promoting the share the road message.** Take advantage of your local bicycle groups for content development and staffing.

**Offer a greater variety of bicycling skills training opportunities for adults** or encourage your local bicycle advocacy group or bike shop to help. There are options from [short videos](#) and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League [Quick Guide](#), offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

## Encouragement

**Expand encouragement efforts during Bike Month** in partnership with local bicycle advocacy groups. Proclaim May (or a month with mild and dry weather) as Bike Month. Host, sponsor and encourage more bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://bikeleague.org/bikemonth>.

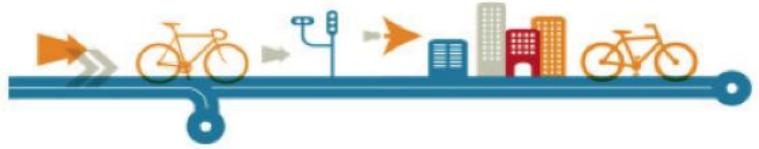
Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing [bicycle discount programs](#).

**Promote cycling throughout the year by offering or supporting more family-oriented community and charity rides.**

**Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the [Bicycle Friendly Business program](#).** Businesses will profit from a [healthier, happier and more productive workforce](#) while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The



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League offers many tools to help promote the Bicycle Friendly Business program in your community.

Design and publish a local bike map in paper and online. The map should outline the existing on and off-road bicycle network by infrastructure type and could mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking. Take a look at Pittsburgh's award-winning bike map.

## Enforcement

**Pass additional ordinances that protect cyclists**, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that 'door' cyclists, pass laws/ordinances protecting all vulnerable road users, and make it illegal to harass a cyclist. Ensure that local law enforcement received training on any new bicycle-related laws.

## Evaluation & Planning

**Ensure that there is dedicated funding for the implementation of the bike plan.**

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts using automated or manual counters in partnership with advocacy organizations.

Consider participating in the National Bicycle and Pedestrian Documentation Project.

Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap can be addressed through infrastructure improvements, and targeted education and encouragement efforts. Learn more at bikeleague.org/womenbike.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

## COSTS AND FUNDING OPTIONS

### Costs

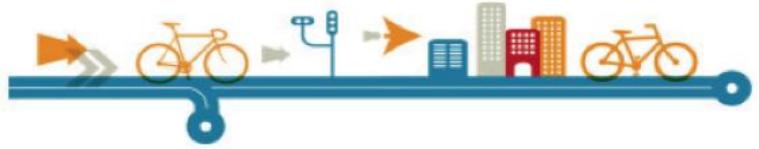
Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use this database to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

### Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive Find it, Fund it tool to search for eligible funding programs by



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bike/ped project type or review the same information as a PDF [here](#).

## State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

## Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit [pedbikeinfo.org/planning/funding\\_government.cfm](http://pedbikeinfo.org/planning/funding_government.cfm).

## Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.